



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

March 27, 2014

Attachment 5 – ATC

OPERATIONAL FACTORS

DCA13MA081

MEMORANDUM FOR AFCEM FWD A3 AIRFIELD OPERATIONS DIVISION

FROM: BAGRAM AIR TRAFFIC MANAGER

SUBJECT: Aircraft MISHAP

1. The following information is provided per direction:

a. Date/Local Time: 29 Apr 13/1056Z or 1526L

b. Call Sign/Type of Aircraft and the aircraft data on the contributing traffic if known:
ISAF 95AQ, B-747

c. Weather Conditions: SPECIAL 350/11G17KT 9999 FEW050 BKN080CB BKN150 14/05
A2993

d. Was a Watch Supervisor or Senior Controller on Duty? Yes

e. Was All Pertinent Material Secured (i.e. tapes, logs, flight plans, manifest, etc.)? Being gathered

f. Brief Narrative of the Event (Factual Information Only): Witnesses said the aircraft took off and pitched up at a high angle, rolled over and crashed off departure end of RWY 03. RWY is back open at 1625L.

2. If you have any questions, please contact me at DSN 318-447-6452

//signed/lne/29apr13//
LESLEY N. ELLIS, CIV
MIDWEST ATC, INC
BAGRAM AIR TRAFFIC MANAGER

MIDWEST ATC SERVICE, INC.
"FLIGHT LEVELS ABOVE THE REST"

Subject: Transcript of BGM Tower re: Aircraft Mishap ISAF 95AQ

Recording Facility: BGM Radar Facility

Recorded Position: BGM Tower ATIS

Controller Position: BGM Tower Flight Data

Frequencies Recorded: 134.25

This transcript covers the period from 29 April 2013 10:06:42 UTC to 29 April 2013 10:07:15 UTC.


Time Source: DVRS Internal Clock digital time source

Legend: FD Transmissions made by Bagram Flight Data

10:06:42 FD bagram tower information victor zero nine five five
observation wind one zero zero at one seven gust three zero
sky condition eight thousand five hundred scattered ceiling
one four thousand broken two zero thousand broken
temperature one seven dew point six altimeter two niner
niner two runway three in use expect visual approach
airfield advisories taxiways lima charlie and alpha closed
weather warnings moderate thunderstorm high winds
greater than equal to thirty-five less than forty-five knots
hail greater than equal to one quarter less than one half inch
weather watches potential lightning within five weather
advisories cross winds observed greater than equal twenty
knots advise on initial contact information victor

END OF TRANSCRIPT

I certify this to be a true and exact (copy of transcript) of the original recording on file at this office (Bagram Tower).



Shelby R. Strunk
Training and Standardization Manager
Bagram AB, Afghanistan

MIDWEST ATC SERVICE, INC.
"FLIGHT LEVELS ABOVE THE REST"

Subject: Transcript of BGM Tower re: Aircraft Mishap ISAF 95AQ

Recording Facility: BGM Radar Facility

Recorded Position: BGM Tower Primary Crash Alarm System

Controller Position: BGM Tower Flight Data

Frequencies Recorded: Crash Phone

This transcript covers the period from 29 April 2013 10:57:14 UTC to 29 April 2013 10:57:52 UTC.

Time Source: DVRS Internal Clock digital time source

Legend:


FD	Transmissions made by Bagram Flight Data
AM	Transmissions made by Airfield Management
FIRE	Transmissions made by Fire Department
CP	Transmissions made by Command Post
UNK	Transmissions made by unknown agency

10:57:14	UNK	***
10:57:16	FD	ho this is bagram tower this is bagram tower with an inflight with an inflight emergency aircraft call sign isaf uh nine five alpha quebec was a seven four seven he uh crashed off the departure end just north of kilo base ops any questions
10:57:33	AM	negative kilo golf
10:57:35	FD	fire department any questions
10:57:36	FIRE	nope
10:57:37	FD	command post any questions
10:57:37	CP	what type aircraft
10:57:38	FD	he is a seven forty seven

10:57:44	FD	seven souls on board
10:57:46	UNK	***
10:57:46	FD	fire department any questions
10:57:48	FD	command post any questions
10:57:50	CP	none
10:57:52	FD	this is delta golf secure your lines

END OF TRANSCRIPT

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Shelby R. Strunk
Training and Standardization Manager
Bagram AB, Afghanistan

MIDWEST ATC SERVICE, INC.
"FLIGHT LEVELS ABOVE THE REST"

Subject: Transcript of BGM Tower re: Aircraft Mishap ISAF 95AQ

Recording Facility: BGM Radar Facility

Recorded Position: BGM Tower Ground Control

Controller Position: BGM Tower Ground Control

Frequencies Recorded: GC 125.9 and 380.8

This transcript covers the period from 29 April 2013 10:28:42 UTC to 29 April 2013 10:51:03 UTC.

Time Source: DVRS Internal Clock digital time source

Legend:	GC	Transmissions made by Bagram Ground Control
	I95AQ	Transmissions made by ISAF 95AQ
	AG15	Transmissions made by Agony 15
	GR51	Transmissions made by Growler 51
	MS50	Transmissions made by Moose 50
	UNK	Transmissions made by unknown aircraft
	I21AH	Transmissions made by ISAF 21AH
	CBMX	Transmissions made by Cobalt Maintenance
	DO21	Transmissions made by Dustoff 21
	CR27	Transmissions made by Chrome 27

10:28:42	I95AQ	bagram ground isaf nine five alpha quebec
10:28:46	GC	nine five alpha quebec ground
10:28:48	I95AQ	yes sir isaf nine five alpha quebec has victor we would like to put an i f r clearance on request uh we are a boeing seven forty seven we have seven souls on board squawking zero four seven tree and request flight level two eight zero to dubai world center and we are fly routing is tapis exit point uh serka
10:29:19	GC	isaf nine five alpha quebec confirm you can meet the climb gradient for diverse vectors and is your first point past tapis going to be siblo or nolex
10:29:29	I95AQ	the first point is siblo and we can accept diverse vectors for

		isaf nine five alpha quebec
10:29:35	GC	nine five alpha quebec roger engine start is approved and is the four letter identifier oscar papa delta whiskey
10:29:45	I95AQ	oscar papa delta whiskey you mean uh oscar mike delta whiskey
10:29:51	UNK	***
10:29:52	GC	copy oscar mike delta whiskey engine start is approved advise when ready to taxi
10:29:58	I95AQ	okay call you on this frequency ready to taxi isaf nine five alpha quebec
10:30:04	AG15	bagram ground agony one five two h sixties pax terminal like taxi instructions for romeo ramp
10:30:09	GC	agony one five taxi via golf hold short of the runway contact tower for crossing
10:30:13	AG	golf to hold short of the runway for tower agony one five
10:30:50	MS50	bagram ground moose five zero
10:30:53	GC	moose five zero ground
10:30:54	MS50	and moose five zero request engine start we are uh sierra ramp and uh clearance requesting uh flight plan to oscar kilo alpha sierra flight level two eight zero cidvu tapis alpha four fifty-three parod mike three seventy-five emero daver moose five zero
10:31:15	MS50	squawking zero zero seven one
10:31:17	LC	moose five zero confirm you can keep the climb gradient of two hundred and ninety feet until reaching six thousand for diverse vectors what is your first fix after tapis
10:31:27	MS50	affirm we can make the climb gradient and the first fix after tapis is nolex
10:31:35	GC	moose five zero engine start approved advise ready to taxi
10:31:39	MS50	moose five zero
10:31:53	CBMX	bagram ground this is cobalt maintenance

10:31:57	GC	cobalt maintenance ground
10:31:59	CBMX	this is cobalt maintenance request to to tow aircraft uh cobalt seven three bravo spot to alpha hanger via hotel
10:32:15	GC	cobalt maintenance tow approved via hotel advise complete
10:32:21	CBMX	this is uh cobalt maintenance say again over
10:32:25	GC	cobalt maintenance your tow is approved via hotel advise when complete
10:32:33	CBMX	this is cobalt maintenance out thank you
10:32:47	AG15	bagram ground agony one five two u h sixties off of romeo taxiway for romeo ramp
10:32:55	GC	agony taxi to park
10:32:56	AG15	taxi to park agony one five
10:34:14	DO21	bagram ground dust off two one
10:34:18	GC	dustoff two one ground
10:34:21	DO21	dustoff two one two u h sixties delta ho at uh parking would like to go to delta hotel for takeoff to the southwest or southeast
10:34:30	GC	dustoff two one taxi out to delta hotel contact tower when ready for departure are you medevac
10:34:36	DO21	dustoff two one we will advise tower when tax ready for takeoff
10:35:17	UNK	***
10:35:45	I95AQ	and uh bagram ground isaf nine five alpha quebec
10:35:48	GC	nine five alpha quebec bagram ground
10:35:50	I95AQ	yes sir do we need to request a start crew with you
10:35:53	GC	nine five alpha quebec they should uh be out there but i will let them know
10:35:58	I95AQ	okay thank you do we need to call you for engine start or

just for taxi

10:36:01	GC	negative just for taxiing engine starts approved your discretion
10:36:04	I95AQ	okay thank you
10:39:04	CBMX	bagram ground this is cobalt maintenance
10:39:08	GC	cobalt maintenance ground copy your tow is complete
10:39:12	CBMX	this is cobalt maintenance that is a roger thank you
10:43:16	CR27	ground chrome two seven
10:43:21	GC	chrome two seven ground
10:43:22	CR27	ground chrome two seven is looking for engine start clearance we are on uh charlie ramp we will be doing a tac east departure one three thousand five hundred squawking four two two seven with victor
10:43:34	GC	chrome two seven engine start approved
10:43:36	CR27	engine start approved chrome two seven
10:43:42	GC	isaf nine five alpha quebec you still up
10:44:53	I95AQ	bagram ground isaf nine five alpha quebec is ready for taxi
10:44:57	GC	nine five alpha quebec taxi runway three via juliet golf one when able say civilian callsign
10:45:05	I95AQ	okay understand uh runway three via golf and er juliet golf one and uh repeat the rest for nine
10:45:12	I95AQ	callsign is november charlie romeo five or one zero two
10:45:17	GC	copy n c r one zero two
10:45:21	UNK	***
10:45:22	GC	nine five alpha quebec i have your clearance advise when ready to copy
10:45:26	I95AQ	ready to copy for nine five alpha quebec
10:45:32	GC	nine five alpha quebec is cleared to siblo via diverse

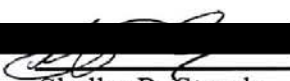
vectors on departure fly runway heading until three d m e then turn left heading two one zero climb and maintain two eight zero squawk zero four seven three departure frequency one two four point eight

10:45:39	I95AQ	okay understand uh cleared to diverse vectors to siblo uh takeoff runway heading to three d m e then right turn two one zero up to two eight zero squawk zero four seven three and one two four decimal eight for departure isaf nine five alpha quebec
10:46:09	GC	nine five alpha quebec that is a left turn two one zero read back is correct contact tower when ready
10:46:14	I95AQ	okay left turn two one zero for isaf nine five alpha quebec
10:46:20	MS50	bagram moose five zero is ready to taxi to runway three
10:46:29	GC	moose five zero stand by
10:46:32	MS50	five zero standing by
10:46:36	GC	isaf nine five alpha quebec give way to the c seventeen off to your right he is going to be taxiing juliet golf one
10:46:42	I95AQ	roger we will let him go first for nine five alpha quebec
10:46:45	GC	moose five zero taxi to runway three via juliet golf one clearance available
10:46:48	MS50	taxi to runway three juliet golf one ready to copy moose five zero heavy
10:46:52	GC	moose five zero you are cleared to nolex via diverse vectors on departure fly runway heading until three d m e then turn left heading two one zero climb and maintain two eight zero squawk zero zero seven one departure frequency is one two four point eight
10:47:05	MS50	moose five zero heavy is cleared nolex to destination via nolex runway heading three d m e left turn heading two one zero maintain two eight zero zero zero seven one on the squawk one two four decimal eight on uh on the talk
10:47:15	GC	moose five zero read back is correct break isaf nine five alpha quebec you can continue follow c seventeen
10:47:21	I95AQ	okay follow the c seventeen for nine five alpha quebec

10:49:09	MS50	moose five zero heavy switching to tower
10:49:11	GC	moose five zero have a good flight
10:49:59	UNK	***
10:50:40	I21AH	bagram ground isaf two one alpha hotel good day
10:50:46	GC	two one alpha hotel ground
10:50:48	I21AH	on tango ramp looking to engine start going to sharana oscar alpha sierra alpha right turn v f r climbing one six five requesting via kodad squawk zero three five seven
10:51:01	GC	two one alpha hotel engine start approved advise when ready to taxi
10:51:03	I21AH	okay call you back thanks

END OF TRANSCRIPT

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Shelby R. Strunk
Training and Standardization Manager
Bagram AB, Afghanistan

MIDWEST ATC SERVICE, INC.
"FLIGHT LEVELS ABOVE THE REST"

Subject: Transcript of BGM Tower re: Aircraft Mishap ISAF 95AQ

Recording Facility: BGM Radar Facility

Recorded Position: BGM Tower Local Control

Controller Position: BGM Tower Local Control

Frequencies Recorded: LC 120.1 and 325.75

This transcript covers the period from 29 April 2013 10:50:21 UTC to 29 April 2013 11:01:22 UTC.

Time Source: DVRS Internal Clock digital time source

Legend:

LC	Transmissions made by Bagram Local Control
KAC	Transmissions made by Kabul Approach Control
I95AQ	Transmissions made by ISAF 95AQ
GR51	Transmissions made by Growler51
MS50	Transmissions made by Moose 50
UNK	Transmissions made by unknown aircraft
I21AH	Transmissions made by ISAF 21AH
WX	Transmissions made by Bagram Weather Station
PI15	Transmissions made by Pirate 15

10:50:21	KAC	go ahead tower
10:50:22	LC	yes ma'am isaf nine five alpha quebec seven forty seven
10:50:24	KAC	how are you doing today
10:50:26	LC	good how about you
10:50:28	KAC	i am doing great okay what about isaf
10:50:30	LC	what they got you doing working this shift
10:50:33	KAC	i do not know but you know what i got one more then i go to the center then i will be working there
10:50:38	LC	oh

10:50:40	KAC	i
10:50:41	LC	i forgot that you were leaving
10:50:42	KAC	i know
10:50:44	LC	i did not see that request go across my desk so that is not approved
10:50:47	KAC	it is not approved
10:50:48	LC	yeah
10:50:49	KAC	oh that is sad that is sad i am sorry
10:50:52	KAC	okay so what about isaf
10:50:53	LC	yeah he is taxiing out now
10:50:55	GR51	tower growler five one pirep
10:50:56	LC	soon as growler stops talking to me
10:50:57	LC	growler five one stand by
10:51:00	LC	how much longer you think on five alpha quebec he is also diverse vectors to siblo
10:51:02	I95AQ	tower isaf nine five alpha quebec will be is ready at golf one for departure runway three
10:51:04	KAC	um after growler lands that will be approved
10:51:09	LC	ok thank you
10:51:10	KAC	after growler lands isaf nine five alpha quebec heavy is released
10:51:14	LC	released thank you j d
10:51:15	KAC	m b
10:51:16	LC	isaf nine five alpha quebec bagram tower roger hold short
10:51:18	I95AQ	hold short runway three isaf nine five alpha quebec
10:51:21	LC	growler five one go ahead with the pirep


10:51:23	GR51	and growler five one the uh bases of the clouds at uh about ten thousand feet over bagram raising up to twelve five towards kabul unlimited visibility and to the south to the north its uh pass the field its a little bit less than five miles
10:51:42	LC	growler five one thank you check wheels down runway three wind estimated zero four zero at eight gust one five cleared to land caution wake turbulence c seventeen departure
10:51:49	GR51	growler five one
10:51:50	LC	moose five zero contact departure have a good flight see ya
10:51:53	MS50	moose five zero switching to departure
10:51:55	LC	moose five zero coming to you a mile north j d
10:51:58	KAC	copy m b
10:53:14	UNK	tower wind check
10:53:16	LC	wind estimated zero four zero at one zero
10:54:22	LC	isaf niner five alpha quebec runway three full length line up and wait
10:54:26	I95AQ	line up and wait runway three isaf nine five alpha quebec
10:54:50	LC	growler five one turn left at echo contact ground off the runway have a good day
10:54:54	GR51	growler five one left at echo switching to ground
10:55:34	LC	isaf nine five alpha quebec runway three full length wind estimated zero one zero at one one gust one five cleared for takeoff
10:55:40	I21AH	two one alpha hotel good day juliet golf one hold short
10:55:48	I95AQ	cleared for takeoff runway three for isaf nine five alpha quebec
10:55:55	I21AH	bagram tower isaf two one alpha hotel juliet golf one holding
10:55:59	LC	isaf two one alpha hotel bagram tower hold short

10:56:01	I21AH	hold short
10:56:04	LC	approach tower departure roll isaf niner five alpha quebec diverse vectors j d
10:56:08	KAC	k z
10:57:10	KAC	tower approach inbound pirate one five for the straight in d n
10:57:26	LC	seven forty seven seven forty seven just crashed
10:58:01	WX	bagram weather
10:58:02	LC	yeah we need you guys to take a local observation we just had an aircraft crash
10:58:06	WX	roger that
10:58:37	PI15	bagram tower pirate one five we are with you visual three
10:58:39	LC	pirate one five bagram tower roger report five mile final
10:58:41	PI15	call you five mile final pirate one five
10:58:58	LC	approach tower
10:59:01	KAC	approach
10:59:02	LC	yeah i am going to send pirate back to you hold him we just had that seven forty-seven crash on departure
10:59:08	KAC	oh my okay oh my god k p
10:59:23	LC	pirate one five tower
10:59:24	PI15	one five go ahead
10:59:26	LC	yes sir runway ops currently suspended for a uh aircraft that crashed so uh go back to approach uh will you be able to uh go to kabul or will you be able to hold for a while
10:59:37	PI15	uh we can hold for just a little bit
10:59:40	LC	okay you may be going to kabul do not know when they are going to resume runway ops they have uh men and equipment trying to get to the crash site

10:59:47	PI15	okay uh you want us to just hold out here for a a little bit
10:59:51	LC	hold people out j d
10:59:53	KAC	hold
11:00:28	KAC	tower approach verify runway ops are suspended
11:00:58	LC	and pirate one five contact departure one two four point eight
11:01:01	PI15	twenty four eight pirate one five uh we are just holding uh on approach end right now
11:01:08	LC	roger go ahead and contact departure please thank you
11:01:10	PI15	thanks
11:01:22	UNK	***

END OF TRANSCRIPT

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Shelby R. Strunk
Training and Standardization Manager
Bagram AB, Afghanistan

DAILY RECORD OF FACILITY OPERATION

LOCATION:		FACILITY:	DATE:	Page 1 of 2
BAGRAM AB, AFGHANISTAN		AIRFIELD MANAGEMENT	29 Apr 2013	
TIME UTC	REMARKS			
0001	LOGS OPENED; T. HOOVER (TX) (AMOPS SHIFT LEAD) & W. WALCZYNSKI/WW ON DUTY. RWY: 03 IN USE. RSC: DRY. BWC: LOW. NORTH BAK-12 OPERATIONAL & RIGGED AND SOUTH BAK-12 OPERATIONAL & DE-RIGGED. ARFF: 100%. FLIGHT PLANNING ROOM CHECK COMPLETE. CROSS-CHECKED FLIPS & NOTAMS FOR CURRENCY/ACCURACY & VERIFIED NOTAMS WITH TWR/SM...WW			
0006	AFLD2/TX OUT OF AMOPS FOR AFLD CHECK...TX			
0115	AFLD2/TX BACK IN AMOPS, NO NEW DISCREPANCIES NOTED...TX			
0214	SHIFT CHANGE COMPLETE: B. MCKELVY/MY, K. GOLDSTEIN/KG (AMSL) & C SOLIS/SS ON DUTY; TX & WW OFF DUTY; RWY/03 IN USE; RSC/DRY; BWC/LOW; NORTH BAK-12 OPERATIONAL & RIGGED, SOUTH BAK-12 OPERATIONAL & DE-RIGGED; ARFF/100%; FLIGHT PLANNING ROOM CHECK COMPLETE; CROSS-CHECKED FLIPS & NOTAMS FOR CURRENCY/ACCURACY & VERIFIED NOTAMS WITH TWR/MP...SS			
0215	AFLD2/KG OUT OF FACILITY FOR AFLD CHECK...SS			
0250	DAILY PCAS SYSTEM TEST LOUD & CLEAR. TWR/MP...SS			
0345	DAILY SCN SYSTEM TEST LOUD & CLEAR...SS			
0340	PER WX/SS, LIGHTNING WATCH #04-028: VALID 0340-0600. QRC #14 COMPLETE...SS			
0350	AFLD3/MY OUT OF FACILITY FOR AFLD CHECK...SS			
0503	AFLD1/FS ON AFLD FOR AFLD INSPECTION...MY			
0559	PER AFLD2/KG RWY OPS SUSPENDED FOR BLOWN TIRE ON RWY...SS			
0608	PER AFLD2/KG, RWY OPS RESUMED. FOD RECOVERED. RWY APPEARS FOD FREE...SS			
0609	PER WX/SS, CANCEL LIGHTNING WATCH #04-028. QRC #14 COMPLETE...SS			
0615	AFLD2/KG RETURN TO FACILITY. 6/483 CHECKS, 1 CONSTRUCTION CHECK. NO NEW DISCREPANCIES...SS			
0615	AFLD3/MY RETURN TO FACILITY, NO NEW DISCREPANCIES...SS			
0620	NEW NOTAM ISSUED: V0151/13, SEE NOTAMS. QRC#23 COMPLETED...MY			
0622	WX ADVISORY # 04-079, WND 15-25KTS, VALID 0700-1300Z, QRC#14 COMPLETED, WX/SS...MY			
0630	AFLD2/SS ON AFLD FOR AFLD CHECKS...MY			
0633	WX WATCH # 04-029, POTENTIAL FOR LIGHTNING W/5 NM, VALID 0700-1300Z, QRC #14 COMPLETED, WX/SS...MY			
0641	RSC REPORTED WET BY AFLD/2, QRC#6 COMPLETED. NOTAM ISSUED: M0083/13, QRC #23 COMPLETED...MY			
0642	NEW NOTAM ISSUED: M0082/13, SEE NOTAMS. QRC#23 COMPLETED...MY			
0647	AFLD1/FS OFF AFLD. AFLD INSPECTION COMPLETED WITH NO NEW DISCREPANCIES NOTED...MY			
0650	AFLD3/KG ON AFLD FOR AFLD CHECKS...MY			
0707	WX WARNING # 04-024, MODERATED TSTMS, WND 35-45KTS, HAIL GREATER THAN 1/4 BUT LESS THAN 1/2 INCH. VALID WIE-1300Z, QRC # 14 COMPLETED, WX/SS...MY			
0710	WX ADV # 04-080, X-WND GREATER THAN 20KTS, WIE-UFN, QRC #14 COMPLETED, WX/JT...MY			
0857	WX WARNING #04-025, LGT W/IN 5NM, VALID UFN, QRC #14 COMPLETED, WX/JT...MY			
0909	RWY OPERATIONS SUSPENDED FOR WIDE BODY ARRIVAL...MY			
0912	RWY OPERATIONS RESUMED AFTER RWY SWEEP, RWY APPEARS FOD FREE...MY			
0917	WX WARNING #04-025 CANX, QRC #14 COMPLETE, WX/SS...MY			
0958	RWY OPERATIONS SUSPENDED FOR WIDE BODY ARRIVAL...MY			
1001	RWY OPERATIONS RESUMED AFTER RWY SWEEP, RWY APPEARS FOD FREE...MY			
1002	RWY RSC DRY BY AFLD2/SS. QRC #6 COMPLETED. NOTAM M0084/13 CANX, QRC #23 COMPLETE...MY			
1012	AFLD2/SS OFF AFLD, 1 CONSTRUCTION CHECK COMPLETE, NO NEW DISCREPANCIES NOTED...MY			
1015	AFLD3/KG OFF AFLD, NO NEW DISCREPANCIES NOTED...MY			
1024	AFLD3/SS ON AFLD FOR AFLD CHECK...KG			
1030	AFLD2/MY ON AFLD FOR AFLD CHECK...KG			
1054	PER AFLD2/MY, RWY OPERATIONS SUSPENDED FOR WIDEBODY DEPARTURE...KG			
1055	IFE ON ISF95AQ, TYPE/B-747, NOE/ACFT CRASHED OFF DEPARTURE END OF RUNWAY, POB/7, FUEL/UNK., WINDS/340@07G17, QRC#1 INITIATED, SCN ACTIVATED, AFLD2/MY RESPONDING, RWY OPS SUSPENDED...KG			
1055	QRC# 15, MISHAP NOTIFICATION, INITIATED...KG			
1135	WX WARNING# 04-024 AND WX WATCH# 04-029 EXTENDED UNTIL 1600Z, QRC# 14 COMPLETE...KG			
1148	WX WARNING# 04-, OBSERVED LIGHTNING W/5NM, VT: WIE-UFN, QRC# 14 COMPLETE...KG			
1154	PER TOWER/JN, NORMAL RUNWAY OPERATIONS RESUMED...KG			
1205	PER ATM, LOG CLOSED DUE TO AIRCRAFT ACCIDENT...KG			

RANK NAME, TITLE

CIV, KIM GOLDSTEIN, AM OPS SHIFT LEAD

SIGNATURE

Click to sign

RANK NAME, TITLE

Civ, Freddie A Sbor

SIGNATURE

Click to sign

RANK NAME, TITLE

Lesley N. Ellis AM

SIGNATURE

Click to sign

MISHAP NOTIFICATION/RESPONSE ON AND OFF BASE – QRC#15

DATE: 29 APR 13 Time: 1055 Z 1525 L

DO NOT DISCLOSE INFORMATION RELATED TO AIRCRAFT MISHAPS/INCIDENTS EXCEPT AS OUTLINED:

The ATM shall coordinate on and off base mishap notification procedures to ensure appropriate base agencies/senior leadership are notified of a mishap in a timely manner.

1. Upon notification of an aircraft mishap on/near the airfield, record the following items in the events log effective at the time of mishap:

03 Active runway involved
DRY Runway Surface Condition
100% ATCALS status
100% Airfield Lighting status
LOW Bird condition
N/A Plot mishap location, cordon, entry control point, safe route, known hazards and other relevant information on Bagram security sector map.
K9 Suspend Close operations to the runway or taxiways as required.
N/A Conduct FOD check as required. Do not touch or remove anything, e.g., FOD, debris, etc, from the runway.
N/A Inspect aircraft taxi routes affected by the mishap.
K9 Print current NOTAMs and send Flight Safety and/or local NOTAM, as needed.

Obtain mishap aircraft information as needed:

ISF95AQ Aircraft call sign & tail number
OAIX Departure base
NATIONAL AIRWAYS Home Station or organization
UNK Name & Rank of crew members
7 Number of personnel on board

Safeguard and make copies of the following documents:

✓ Flight Plan (Weight & Balance) if applicable FLT PLAN NOT FILED WITH OAIX
K9 AF IMT 3616, Daily Record of Facility Operations
N/A Passenger Manifest (if applicable)
N/A Local airfield advisory information
✓ Any other forms that pertain to the flight
N/A Airfield Inspection Checklist as applicable

2. If received from another source, pass information to Tower and activate the secondary crash net.
3. Immediately notify AFM and ATM. (Cell Phone numbers stored in AMOPS cell phone)
4. Notify the EOSS/LNO (447-6954) – (Cell Phone: 079 570 9693)
5. Ensure all actions are documented on AF3616 Daily Record of Facility Operation.

DO NOT RELEASE ANY CREW MEMBER INFORMATION, REFER CALLERS WITH QUESTIONS TO PUBLIC AFFAIRS 431-4087

REFERENCES

AFI 13-204, Volume 3, 455 AEW AOI 13-204, & AM FACILITY OI

CURRENT AS OF: 15 Dec 12
REVIEWED BY: FAS

Sort By: Default Report

Keyword Sort:

Locations:**OAIX**Data Current as of: **Mon, 29 Apr 2013 11:12:00 GMT****OAIX BAGRAM**

M0082/13 - HOTEL TAXIWAY CLOSED IN FRONT OF PARKING SPOTS 4, 6, 8 & 10 ON BRAVO RAMP. AIRCRAFT PARKED ON SPOTS BRAVO 4, 6, 8, & 10 WILL REQUIRE PUSHBACK AND UTILIZE THE KEY HOLE TO EXIT BRAVO RAMP. 29 APR 12:30 2013 UNTIL 30 APR 01:30 2013. CREATED: 29 APR 06:42 2013

V0151/13 - [DOD PROCEDURAL NOTAM] BAGRAM CLASS D AIRSPACE OUT TO 8 MILES UP TO AND INCLUDING 8,000 FEET MSL. 29 APR 06:20 2013 UNTIL 26 JUN 23:59 2013. CREATED: 29 APR 06:22 2013

V0121/13 - [DOD PROCEDURAL NOTAM] RNAV (GPS) RWY 03 - DUE TO AEROSTAT LOCATED N34-32-11.00/E069-04-20.00, HOLDING AT RIGEN NOT AUTHORIZED. 10 APR 07:21 2013 UNTIL 09 JUL 23:59 2013. CREATED: 10 APR 07:21 2013

V0111/13 - [DOD PROCEDURAL NOTAM] KARRY FOUR DEPARTURE (OBSTACLE) - DO NOT EXCEED 250 KIAS UNTIL COMPLETING INITIAL TURN. 03 APR 06:40 2013 UNTIL 27 JUN 23:59 2013. CREATED: 03 APR 06:40 2013

V0106/13 - [DOD PROCEDURAL NOTAM] BAGRAM SIX DEPARTURE MINIMUM CLIMB GRADIENT 235 FT/NM TO 10,700 DUE TO AEROSTAT SOUTHWEST OF KABUL INT'L. 01 APR 06:35 2013 UNTIL 30 JUN 23:59 2013. CREATED: 01 APR 06:36 2013

V0067/13 - [DOD PROCEDURAL NOTAM] MIRAB TWO DEPARTURE (RNAV) UNUSABLE. 27 FEB 07:14 2013 UNTIL 27 MAY 23:59 2013. CREATED: 27 FEB 07:15 2013

A0847/13 - QMHAS - RUNWAY ARRESTING GEAR UNSERVICEABLE: NORTH MOBILE AIRCRAFT ARRESTING SYSTEM OTS. 23 APR 06:31 2013 UNTIL 21 JUL 23:59 2013. CREATED: 23 APR 06:30 2013

A0836/13 - QXXXX NORTH JULIET MOBILE AIRCRAFT ARRESTING SYSTEM OTS. WIE UNTIL 21 JUL 09:48 2013. CREATED: 21 APR 07:49 2013

A0794/13 - RUNWAY CLOSED FOR RUBBER REMOVAL LANDINGS AUTHORIZED FOR EMERGENCY AIRCRAFT ONLY. SOF MAY OPEN RUNWAY FOR HIGH PRIORITY LAUNCHES. STOL AIRCRAFT MAY CONDUCT DEPARTURES FROM TWY ECHO AND LIMA BASED ON CONTRACTORS LOCATION ON THE RUNWAY. 1930-2330 DAILY, 18 APR 19:30 2013 UNTIL 02 MAY 23:30 2013. CREATED: 15 APR 06:25 2013

A0745/13 - RUNWAY WORK IN PROGRESS: USE CAUTION FOR MEN AND EQUIPMENT OPERATING 1,300 FEET SOUTH OF THE APPROACH END OF RUNWAY 03 FROM SUNRISE TO SUNSET. 10 APR 00:30 2013 UNTIL 11 MAY 15:30 2013. CREATED: 09 APR 06:30 2013

A0737/13 - DUE TO CONSTRUCTION: TAXIWAYS ALPHA AND CHARLIE WEST OF RWY 03/21 AND EAST OF TAXIWAY JULIET ARE CLOSED. 09 APR 03:30 2013 UNTIL 07 JUL 23:59 2013. CREATED: 08 APR 06:23 2013

A0729/13 - DUE TO CONSTRUCTION TAXIWAY LIMA WEST IS CLOSED. 07 APR 08:35 2013 UNTIL 07 JUL 23:59 2013. CREATED: 07 APR 08:42 2013

A0697/13 - QMXHW WORK IN PROGRESS: MEN AND EQUIPMENT TRANSITING TAXIWAY ALPHA 1. AIRCRAFT EXITING RUNWAY 03/21 AT TAXIWAY ALPHA 1 PROCEED WITH CAUTION. 04 APR 10:30 2013 UNTIL 03 JUL 23:59 2013. CREATED: 02 APR 12:56 2013

A0546/13 - QXXXX DEMINING IN PROGRESS 1400 FT AND 5,880 FT EAST/SOUTH EAST OF THE DVORTAC. RECOMMEND AIRCRAFT AVOID OR CROSS THESE AREAS AT OR ABOVE 200 FT AGL. 17 MAR 10:10 2013 UNTIL 13 JUN 23:59 2013. CREATED: 17 MAR 10:13 2013

A0478/13 - QMRLC RWY 03/21 CLOSED FOR SCHEDULED MX EVERY 1ST AND 3RD WEDNESDAY. 1ST AND 3RD WED 2200-00:01, 07 MAR 09:35 2013 UNTIL 20 JUN 00:01 2013. CREATED: 07 MAR 08:36 2013

A0466/13 - QMKXX DUE TO CONSTRUCTION, THE NORTH-SOUTH TAXILANE ON DELTA RAMP IS CLOSED. AIRCRAFT PARKING ON DELTA RAMP PARKING SPOTS 1, 2, 3, 4,

5, 6 AND 7 MUST PARK FACING WEST AND REVERSE TAXI OUT OF PARKING.
DELTA PARKING SPOT 8 IS CLOSED. 05 MAR 13:30 2013 UNTIL 03 MAY 23:59 2013. CREATED:
05 MAR 13:27 2013

A0453/13 - QMALT MOVEMENT AREA LIMITED TO: ROMEO RAMP LANDING ZONE 2 LIMITED
TO DAYTIME USE ONLY. 03 MAR 15:50 2013 UNTIL 03 JUN 23:59 2013. CREATED: 03
MAR 16:14 2013

A0355/13 - BAGRAM AIR BASE IS IN BASH PHASE II (1 MAR - 31 MAY) DUE TO
INCREASED BIRD ACTIVITY ASSOCIATED WITH MIGRATORY SEASONS. AIRCREW
SHOULD BE AWARE OF INCREASED BIRD STRIKE POTENTIAL. 01 MAR 00:01 2013 UNTIL
31 MAY 23:59 2013. CREATED: 26 FEB 07:17 2013

A0122/13 - QMXLT TAXIWAY HOTEL BETWEEN TAXIWAY BRAVO AND TAXIWAY CHARLIE
LIMITED TO AIRCRAFT WITH WINGSPAN 60FT OR LESS. 21 JAN 10:22 2013 UNTIL
09 MAY 23:59 2013. CREATED: 21 JAN 10:24 2013

Number of NOTAMs: 19

End of Report

ISF 95A0	0473
747	280

FAA 7230-B (5-88)

OMDW	DV	SIBLO
CFR	NCHOL	SERKA

B		56
✓	1054	
		0910

MEMORANDUM FOR BAGRAM AIR TRAFFIC CONTROL MANAGER

FROM: BAGRAM AIR TRAFFIC CONTROL AND LANDING SYSTEMS (ATCALs)

SUBJECT: AIRCRAFT MISHAP – ATCALs STATUS

1. The following contains the status of all ATCALs facilities at the time of the aircraft mishap dated 29 April 2013:

- a. VOR – Fully Mission Capable
- b. TACAN – Fully Mission Capable
- c. ILS (Glideslope/ Localizer/ DME) - Fully Mission Capable
- d. Ground to Air Transmit/ Receive Radios (ATC Radios) - Fully Mission Capable
- e. Enhanced Terminal Voice Switch (ETCS) - Fully Mission Capable
- f. Digital Voice Recorder System (DVRS) - Fully Mission Capable
- g. Airport Surveillance Radar (ASR) - Fully Mission Capable
- h. Precision Approach Radar (PAR) – Released for maintenance

2. ATCALs technicians provided an original copy of the DVRS disc to the Chief Tower Controller as requested.

3. Please contact Aubrey R Anthony with any questions or concerns at 318-447-2434

4/29/2013

X Aubrey R Anthony

Aubrey R Anthony

ATCALs Site Lead

Signed by: ANTHONY.AUBREY.R. 1167304911

Aubrey Anthony

Lockheed Martin

Bagram [REDACTED] Site Lead

DSN 318 [REDACTED]

VOSIP 308 447 2434

☐ Toggle Auto-Refresh ON/OFF (Checked = Auto-Refresh ON)

SURFACE OBSERVATIONS/TAFS

Raw Hourly Decoded Hourly Grouped OBS & TAFS Decoded TAFS Decoded OBS & TAFS Raw Trends Decoded Trends Past TAFs

STATION: KQSA ELEVATION: 1492 MSL (4895 MSL)
CITY: BAGHAM LAT/LON: 34.95N 69.28E

SPECI KQSA 291059Z 35011G17KT 9999 FEW050 BKN065 BKN090 14/05 A2993 RMK WND DATA ESTMD ALSTG/SLP ESTMD

SPECI KQSA 291058Z 35011G17KT 9999 FEW050 BKN080CB BKN150 14/05 A2993 RMK LTG DSNT NW SLP124 WND DATA ESTMD ALSTG/SLP ESTMD

METAR KQSA 291055Z 02007KT 9999 FEW040 BKN080CB BKN150 18/06 A2994 RMK PK WND 06026/1005 WSHFT 1027 LTG DSNT NW CB DSNT NW SLP124 WND DATA E

METAR KQSA 290955Z COR 10017G30KT 9999 SCT085 BKN140 BKN200 17/06 A2992 RMK PK WND 09032/0856 LTG DSNT NW CB DSNT E SLP213 WND DATA ESTMD AL

METAR KQSA 290855Z 09026G37KT 6000 -TSRA DU FEW000 BKN070CB BKN130 17/06 A2990 RMK PK WND 09037/0852 CB W SLP103 WND DATA ESTMD ALSTG/SLP ES

METAR KQSA 290755Z 12025G37KT 9999 SCT032CB BKN070 BKN150 17/06 A2995 RMK PK WND 10037/0747 CB W MOV N SLP114 WND DATA ESTMD ALSTG/SLP ESTMD

METAR KQSA 290655Z 12015G27KT 9999 VCTS SCT036CB BKN050 BKN080 15/08 A2998 RMK CB N MOV N SLP135 WND DATA ESTMD ALSTG/SLP ESTMD

SPECI KQSA 290630Z 12016G24KT 5000 -TSRAGS FEW030 BKN050CB 15/07 A3000 RMK CB OHD MOV N WND DATA ESTMD ALSTG/SLP ESTMD

SPECI KQSA 290628Z 10015G20KT 9999 -SHRA SCT043 BKN050 BKN080 16/06 A3000 RMK LTG DSNT SE WND DATA ESTMD ALSTG/SLP ESTMD

METAR KQSA 290555Z 31007KT 9999 BKN050 15/04 A3001 RMK SLP134 WND DATA ESTMD ALSTG/SLP ESTMD 58010

METAR KQSA 290455Z 30006KT 9999 BKN050 14/04 A3003 RMK LTG DSNT NW SLP146 WND DATA ESTMD ALSTG/SLP ESTMD

METAR KQSA 290355Z 32004KT 9999 BKN070 15/04 A3004 RMK SLP142 WND DATA ESTMD ALSTG/SLP ESTMD

METAR KQSA 290255Z VRB03KT 9999 SCT075CB BKN090 BKN120 14/04 A3005 RMK CB 9W MOV N SLP148 WND DATA ESTMD ALSTG/SLP ESTMD 52007

SPECI KQSA 290232Z VRB01KT 9999 SCT075CB BKN095 BKN120 14/04 A3004 RMK CB 9W MOV N WND DATA ESTMD ALSTG/SLP ESTMD

METAR KQSA 290155Z 32004KT 9999 SCT060 BKN100 BKN140 13/03 A3004 RMK SLP146 WND DATA ESTMD ALSTG/SLP ESTMD

METAR KQSA 290055Z VRB04KT 9999 FEW060 SCT100 BKN140 11/06 A3003 RMK SLP145 WND DATA ESTMD ALSTG/SLP ESTMD

METAR KQSA 282355Z VRB03KT 9999 SCT100 SCT130 BKN200 11/06 A3002 RMK SLP134 WND DATA ESTMD ALSTG/SLP ESTMD 56008

TAF AMD KQSA 290756Z 2907/3007 10015G25KT 5000 -SHRA VCTS BKN050CB QNH2999INS
TEMPO 2907/2913 12025G35KT 5000 -TSRAGR BKN030CB OVC050
BECMG 2912/2913 12010G15KT 9999 VCTS FEW050CB SCT070 QNH2998INS
BECMG 2921/2922 VRB06KT 9999 NSW FEW050 SCT090 QNH3000INS
BECMG 3004/3005 35012G18KT 9999 SCT050 SCT090 QNH3005INS
TX04/3000Z TN04/3000Z AMD 290756=

TAF KQSA 290700Z 2907/3013 10015G25KT 5000 -SHRA VCTS BKN050CB QNH2999INS
TEMPO 2907/2913 36025G35KT 5000 -TSRAGR BKN030CB OVC050
BECMG 2912/2913 35010G15KT 9999 VCTS FEW050CB SCT070 QNH2998INS
BECMG 2921/2922 VRB06KT 9999 NSW FEW050 SCT090 QNH3000INS
BECMG 3004/3005 35012G18KT 9999 SCT050 SCT090 QNH3005INS
TX15/3009Z TN04/3000Z=

TAF AMD KQSA 290351Z 2903/3005 VRB06KT 9999 SCT100 BKN200 QNH3003INS
TEMPO 2903/2906 8000 -TSRA BKN070CB BKN120
BECMG 2907/2908 35010G15KT 9999 VCSH BKN050 QNH2999INS
TEMPO 2909/2915 35015G25KT 8000 -SHRA VCTS BKN030CB OVC070
BECMG 2914/2915 VRB06KT 9999 NSW SCT050 BKN100 QNH3003INS
TX22/2910Z TN11/2901Z AMD 290351=

TAF AMD KQSA 290346Z 2903/3005 VRB06KT 9999 SCT100 BKN200 QNH3003INS
TEMPO 2903/2906 8000 -TSRA
BECMG 2907/2908 35010G15KT 9999 VCSH BKN050 QNH2999INS
TEMPO 2909/2915 35015G25KT 8000 -SHRA VCTS BKN030CB OVC070
BECMG 2914/2915 VRB06KT 9999 NSW SCT050 BKN100 QNH3003INS
TX22/2910Z TN11/2901Z AMD 290346=

DAILY RECORD OF FACILITY OPERATION

LOCATION: BAGRAM AB, AFGHANISTAN	FACILITY: AIRFIELD MANAGEMENT	DATE: 29 Apr 2013	Page 1 of 2
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TIME UTC	REMARKS
1205	NEW LOG OPENED PER ATM DUE TO AIRCRAFT CRASH; B. MCKELVY/MY, K. GOLDSTEIN/KG (AMSL) & C. SOLIS/SS ON DUTY; RWY/03 IN USE; RSC/DRY; BWC/LOW; NORTH BAK-12 OPERATIONAL & RIGGED, SOUTH BAK-12 OPERATIONAL & DE-RIGGED; ARFF/100%; FLIGHT PLANNING ROOM CHECK COMPLETE; CROSS-CHECKED FLIPS & NOTAMS FOR CURRENCY/ACCURACY & VERIFIED NOTAMS WITH TWR/JN...SS
1215	RSC IS WET, QRC# 6 COMPLETE, NOTAM# M0085 SENT FOR RWY WET, QRC# 23 COMPLETE...KG
1219	WX ADV# 04-080 CANCELLED, QRC# 14 COMPLETE...KG
1310	AFLD2/MY OFF AFLD, 1 CONSTRUCTION CHECK COMPLETE - ALL SITES INACTIVE, NO NEW DISCREPANCIES...KG
1325	WX WARNING# 04-025 CANCELLED, QRC# 14 COMPLETE...KG
1328	WX WARNING# 04-026, OBSERVED LIGHTNING W/5NM, VT: WIE-UFN, QRC# 14 COMPLETE...KG
1335	NOTAM# A0892/13; QMRHW - RUNWAY WORK IN PROGRESS: USE CAUTION FOR CRASH RECOVERY OPERATIONS; MEN, EQUIPMENT AND DEBRIS LOCATED 400 FEET NORTHEAST OF RUNWAY 03 OVERRUN, VT: 29 APR 1334Z - 29 MAY 2359Z, QRC# 23 COMPLETE...KG
1348	AFLD3/SS OFF AFLD, NO NEW DISCREPANCIES...KG
1400	WX WARNING# 04-026 CANCELLED, QRC# 14 COMPLETE...KG
1415	SHIFT CHANGE BRIEF COMPLETED: T. HOOVER/TX (AMSL) & W. WALCZYNSKI/WW ON DUTY. KG, SS & MY OFF DUTY. RWY: 03 IN USE. RSC: WET. BWC: LOW. NORTH BAK-12 OPERATIONAL & RIGGED, SOUTH BAK-12 OPERATIONAL & DE-RIGGED. ARFF: 100%. FLIGHT PLANNING ROOM CHECK COMPLETE. CROSS-CHECKED FLIPS & NOTAMS FOR CURRENCY/ACCURACY & VERIFIED NOTAMS WITH TWR/DM...TX
1418	WW WATCH# 04-027 ISSUED FOR LIGHTING WITHIN 5NM, WIE UFN QRC# 14 COMPLETED...TX
1429	AFLD2/TX OUT OF AMOPS FOR AFLD LIGHTING CHECK...TX
1456	PER AFLD2/TX, RWY OPS SUSPENDED FOR WIDEBODY DEPARTURE FOD CHECK...TX
1501	PER AFLD2/TX, RWY OPS RESUMED NO FOD FOUND...TX
1508	WW WATCH# 04-029 FOR POTENTIAL FOR LIGHTING WITHIN 5NM & WW WARNING# 04-023 FOR MODERATE THUNDERSTORMS/WINDS/HAIL BOTH EXTENDED UNTIL 2000Z PER WX/TF...TX
1529	WW WARNING# 04-027 FOR LIGHTING WITHIN 5NM CANCELLED, QRC# 14 COMPLETED...TX
1609	WW WARNING# 04-028 FOR LIGHTING WITHIN 5NM ISSUED WIE UFN PER WX/JH. QRC# 14 COMPLETED...TX
1628	WW WARNING# 04-028 FOR LIGHTING WITHIN 5NM CANCELLED PER WX/JH, QRC# 14 COMPLETED...TX
1726	AFLD2/TX BACK IN AMOPS, AFLD LIGHTING CHECK COMPLETED, SEE LIGHTING OUTAGE LOG FOR CURRENT DISCREPANCIES...TX
1805	AFLD2/WW ON AFLD FOR AFLD CHECKS...WW
2023	AFLD2/WW OFF AFLD, (6) 483 & (2) CONSTRUCTION CHECKS COMPLETE...WW
2124	AFLD2/TX OUT OF AMOPS FOR AFLD CHECK...TX
2251	AFLD2/TX BACK IN AMOPS, AFLD CHECK COMPLETED, NO NEW DISCREPANCIES...TX
2359	LOG CLOSED...WW

RANK NAME, TITLE

Civ, Thomas Hoover, AMSL

SIGNATURE

Click to sign

RANK NAME, TITLE

Civ, Freddie A Sporn

SIGNATURE

Click to sign

RANK NAME, TITLE

Civ, N. Ellis MD

SIGNATURE

Click to sign

PRIMARY & SECONDARY CRASH RESPONSE (See Reverse for off-base crash information)		TIME RECEIVED: 1055Z	DATE (DDMMYY): 29 APR 13		
<input type="checkbox"/> EXERCISE	<input type="checkbox"/> DAILY CHECK	<input type="checkbox"/> ACTUAL POTENTIAL/SIMULATED BROKEN ARROW			
<input checked="" type="checkbox"/> INFLIGHT EMERGENCY	<input type="checkbox"/> GROUND EMERGENCY	<input type="checkbox"/> WEATHER WARNING/ADVISORY			
CALL SIGN/AIRCRAFT NUMBER: 1595AQ	TYPE AIRCRAFT: B-747	LOCATION:			
NATURE OF EMERGENCY/DIFFICULTY: <div style="font-size: 1.5em; text-align: center;">CRASHED OFF DEPARTURE RENO</div>					
<p>*** DISCLAIMER: Do not release the names of individuals allegedly involved in an aircraft incident or accident to agencies outside military channels. Do not discuss the accident/incident beyond what is necessary to accomplish duties. ALL inquiries from non-mishap response personnel must be directed to Public Affairs (431-2371). ***</p> <p>FUEL SPILL: Class 1: Area less than 2 feet in any plane dimension Class 2: Area not over 10 feet in any plane dimension, or not over 50 square feet in area - not of continuing nature Class 3: Area over 10 feet in any plane dimension, over 50 square feet in area - or of continuing nature HYDRAZINE: Cordon - 50 feet upwind and 300 feet downwind. DO NOT APPROACH VICINITY OF AIRCRAFT UNTIL "ALL CLEAR" IS DECLARED.</p>					
PERSONS ON BOARD		LAND RUNWAY: ENGAGE BARRIER			
FWD: 7 AFT:	FUEL: UNK. ETA: N/A	03 N/A	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> UNKNOWN		
ARMAMENT	HAZARDOUS				
<input type="checkbox"/> HOT <input checked="" type="checkbox"/> N/A <input type="checkbox"/> COLD	CLASS:	NET EXPLOSIVE WEIGHT:	WITHDRAWAL DISTANCE:		
RUNWAY SURFACE CONDITION: <input checked="" type="checkbox"/> DRY <input type="checkbox"/> WET <input type="checkbox"/> OTHER (Annotate Observed Condition) _____					
NAVAID		BIRD WATCH CONDITION			
ASR <input checked="" type="checkbox"/> IN <input type="checkbox"/> OUT PAR (MPN-25) <input checked="" type="checkbox"/> IN <input type="checkbox"/> OUT TACAN <input checked="" type="checkbox"/> IN <input type="checkbox"/> OUT LOCALIZER <input checked="" type="checkbox"/> IN <input type="checkbox"/> OUT GLIDE SLOPE <input checked="" type="checkbox"/> IN <input type="checkbox"/> OUT PAPI <input checked="" type="checkbox"/> IN <input type="checkbox"/> OUT	LOW <input checked="" type="checkbox"/> MODERATE <input type="checkbox"/> SEVERE <input type="checkbox"/>				
AIRFIELD LIGHTING STATUS HIRL'S <input checked="" type="checkbox"/> IN <input type="checkbox"/> OUT RDM'S <input checked="" type="checkbox"/> IN <input type="checkbox"/> OUT THLD <input checked="" type="checkbox"/> IN <input type="checkbox"/> OUT REIL <input checked="" type="checkbox"/> IN <input type="checkbox"/> OUT		ADDITIONAL LIGHTING DISCREPANCIES (Taxiways, obstruction, ballpark):			
WINDS: 340@7617	RWY CLSD SUSP <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	FROM 1055 Z TO 1154 Z			
WEATHER WARNING/ADVISORY					
WEATHER WARNING/ADVISORY NUMBER		VALID FROM _____ TO _____ Z			
TEXT OF WEATHER WARNING/ADVISORY					
SECONDARY CRASH NET NOTIFICATION					
AGENCY	PHONE NO.	INITIALS	AGENCY	PHONE NO.	INITIALS
Fire Dept./Crash	431-4618		455 Security Forces Gp.	431-3249	
455 Security Forces	431-4404		Civil Engineering	447-2412	
455 Safety	481-4174		MOCC	447-2368	
Command Post	431-4400		Emergency Mgmt.	481-6290	
Hospital (TOC)	431-3220		Weather	431-4415	
A-10 Crash Recovery	447-2306				
NOTIFICATION COMPLETED (Time)					
SCN ACTIVATION 1056Z	2ND CALL	3RD CALL	4TH CALL		
AMOPS INITIALS	TERMINATION TIME	TERMINATED BY (Give full name)			

INFLIGHT EMERGENCY - QRC #1

1. VERIFY CORRECT CHECKLIST AND NOTE DATE: 29 APR 13 TIME: 1055 Z
 2. RELAY INFORMATION TO THE CONTROL TOWER FOR PRIMARY CRASH PHONE ACTIVATION IF RECEIVED FROM OTHER SOURCE
 3. ACTIVATE SECONDARY CRASH PHONE AND RELAY ALL KNOWN INFORMATION
 4. AIRFIELD 2 RESPONDS, STAGED AT EITHER TAXIWAY GOLF OR ALPHA, DEPENDENT ON ACTIVE RUNWAY.
 5. SUSPEND RUNWAY OPERATIONS AND PERFORM AIRFIELD CHECK UPON LANDING OF EMERGENCY AIRCRAFT. SOF HAS AUTHORITY TO OVERRIDE RUNWAY SUSPENSION. ADVISE CONTROL TOWER/SOF OF RUNWAY CONDITION AND MAKE "SOF CALL" ENTRY IN THE EVENTS LOG. RESUME NORMAL OPERATIONS AS SOON AS POSSIBLE.
 6. NOTIFY AFM, ATM, AND EOSS/LNO UNDER THE FOLLOWING CONDITIONS:
 - A. RUNWAY OPERATIONS ARE SUSPENDED FOR MORE THAN 30 MIN OR AN ESTIMATE TIME OF RE-OPENING CANNOT BE DETERMINED
 - B. AIRCRAFT MISHAP/INCIDENT
 - C. ANY ABNORMAL CONDITION AFFECTING AIRCRAFT OPERATIONS
- AIRFIELD MANAGER (431-2130) AFTER HOURS USE STORED NUMBER IN AMOPS CELL PHONE.
AIR TRAFFIC MANAGER (481-6452) AFTER HOURS USE STORED NUMBER IN AMOPS CELL PHONE.
EOSS AFLD LIASION (481-6889) CELL PHONE: 079 570 9693
7. ACCOMPLISH NOTAM CHECKLIST AS NECESSARY FOR AIRFIELD RESTRICTIONS.
 8. ANNOTATE CHECKLIST COMPLETE AND LOG ACTIONS IN EVENTS LOG.

5. REFERENCES

AFI 13-204, Vol 3, 455 AEW AOI 13-204, & AM FACILITY 01

CURRENT AS OF: 22 May 2012
REVIEWED BY: clm



TO 1 NI 106.7

Flaps 10

NADP 1

EOAH 1000

B747-400BCF COMPUTERIZED WEIGHT AND BALANCE PERFORMANCE (OP-31C)

Z-DATE	4-24-13	FLT. NO.	NCR102	ORIG	GAEX	DEST	OMDW
ACFT REG	N749CA	CREW #	2	ACM/SPN #	5		
RWY TEMP	8	°C	WIND	120	12	ALTIMETER	29.98
ZERO WIND WEIGHT	3	3	4	8	0	T/O FLAP	10
HW - TW WT ADJUST						RWY	0 3 0
CLUTTER DECREMENT -						ACTUAL TOGW	3 0 6
SHORTENED RWY DECR -						FUEL BURN OFF -	3 1 4 0 8
ANTI-SKID INOP DECR -						ESTIMATED LAND WT =	2 7 4 9 0 1
MEL/CDL OR OTHER DECR -						DEST RWY	3 0 0
RWY LIMIT WT =	3	3	4	8	0		
STRUCT LIMIT WT	3	9	4	6	2		
CLIMB LIMIT -	3	8	8	8	0		
CLIMB DECREMENT -						ALLOW LNDG WT	2 9 5 7 4 2
ADJ CLIMB WT =	3	8	8	8	0	FUEL BURN OFF	3 1 4 0 8
						LNDG WT LMTD TOGW	3 2 7 1 5 0
						MAX ALLOW TOGW	3 2 7 1 5 0
						OBSTACLE	
						RUNWAY	
						NOISE	
						CLIMB	
						TYPE LIMITATION	
						LNDG WT	

CIRCLE HAZMAT POSITIONS

A1	A2	B	CR	DR	ER	FR	GR	HR	JR	KR	LR	MR	PR	QR	RR	SR	T
CL	DL	EL	FL	GL	HL	JL	KL	LL	ML	PL	QL	RL	SL				
P11	P12	P21	P22	P23	HAZMAT LOADED		P31		P32	P41	P42	BULK					
					YES <input type="checkbox"/> NO <input type="checkbox"/>												

CIRCLE HAZMAT POSITIONS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	33		
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32					
A	B	C	D	E											F	G	H	J	BULK

DISTRIBUTION: ORIGINAL- TRIP ENVELOPE
COPY - DEPARTURE STATION

14 CFR 121.665
SIGNATURES / EMP#

PREPARED BY [REDACTED] EMP# 10222
CAPTAIN [REDACTED] EMP# 10070

National Airlines
Orlando, FL

Monday 04/29/13 09:22

Flight: NCR510 From: OAIX To: OMDW

N949CA basic operating c.g. 1358.51 fuel density 0.80kL

pos	weight	pallet	dest	pos	weight	pallet	dest
FB	460 k l			11C	4300 k h	AZI 1607	OMDW
1AC	1829 k l	AZI 1682	OMDW	12C	4195 k h	AZI 1613	OMDW
1BC	1985 k l	463L STACK	OMDW	13C	4195 k h	AZI 1613	OMDW
2AC	1502 k l	AZI 1621	OMDW	14C	3023 k h	AZI 1611	OMDW
19C	3027 k h	AZI 1610	OMDW	15C	3023 k h	AZI 1611	OMDW
20C	3027 k h	AZI 1610	OMDW	18M	720 k m	AZI 1678	OMDW
21C	4305 k h	AZI 1616	OMDW	19M	720 k m	T2	OMDW
22C	4305 k h	AZI 1616	OMDW	20M	1243 k l	AZI 1688	OMDW
23C	4300 k h	AZI 1607	OMDW	5M	1463 k l	AZI 1620	OMDW
24C	4299 k h	AZI 1607	OMDW	A	1431 k l	AZI 1634	OMDW
25C	4195 k h	AZI 1613	OMDW	B	1408 k l	AZI 1680	OMDW
26C	4195 k h	AZI 1613	OMDW	C	1384 k l	AZI 1633	OMDW
27C	3023 k h	AZI 1611	OMDW	D	1353 k l	AZI 1632	OMDW
28C	3023 k h	AZI 1611	OMDW	E	1265 k l	AZI 1687	OMDW
6C	3027 k h	AZI 1610	OMDW	F	686 k l	AZI 1686	OMDW
7C	3027 k h	AZI 1610	OMDW	K47L	0 k n		
8C	4305 k h	AZI 1616	OMDW	K47R	0 k n		
9C	4305 k h	AZI 1616	OMDW	BUL1	535 k l		
10C	4300 k h	AZI 1607	OMDW	BUL2	736 k l		

Main Deck and Lower Deck Combined Linear Loading

zone	b.a.	b.a.	length	limit	max wt	actual
MDLD1	200.0 to	464.0	264.0	60	7185k	4836k
MDLD2	464.0 to	525.0	61.0	176	4870k	1760k
MDLD3	525.0 to	970.0	445.0	200	40370k	13388k
MDLD4	970.0 to	1000.0	30.0	150	2041k	1453k
MDLD5	1000.0 to	1480.0	480.0	290	63140k	29642k
MDLD6	1480.0 to	2160.0	680.0	200	61689k	40259k
MDLD7	2160.0 to	2218.0	58.0	170	4472k	2781k
MDLD8	2218.0 to	2365.0	147.0	36	2400k	0k

basic operating weight 164540k

5 a.c.m.s 550k

0 f.a.s 0k

cargo 94119k

zero fuel weight 259209k

ramp fuel 48000k

ramp weight 307209k

- taxi fuel 900k

takeoff gross weight 306309k

- fuel burn 31408k

landing weight 274901k

fwd	c.g.	aft
limit	%mac	limit
15.1	32.4	33.0

stab	
0-15%	15-30%
15.5	3.7
30.4	4.1
33.0	

*** HAZMAT ON BOARD ***

395986k max taxi weight
394625k max takeoff weight
295742k max landing weight
276691k max zero fuel weight

Prepared by:

M. SHEETS

Captain:

B. HASLER

DAILY RECORD OF FACILITY OPERATION

LOCATION:		FACILITY:	DATE:	Page 1 of 2
BAGRAM AFGHANISTAN		TOWER	29 Apr 2013	
TIME UTC	REMARKS			
1930	MIDSHIFT: CE ON AS WS, RWY 03 IN USE, RSC DRY, FIELD VMC, BWC LOW, AEROSTAT DOWN, NORMAL BARRIER CONFIGURATION, DISC 3B DECK B IN USE, ACMAF, <u>WCLC</u> .			
1936	CPA FOR IFE: FREEDOM29, C-12, 4 POB, 5 AND 1/2 HOURS FUEL, UNSAFE DOOR INDICATION, LANDING RWY 03, ETA 7 MINUTES, WIND 360@05.			
1948	IFE LWOI, ROS FOR RUBBER REMOVAL, STOL DEPARTURES APVD RWY3 @ ECHO, ACN.			
1951	IFE TERMINATED BY CHIEF2, ACN.			
2100	K. CRYE OFF WS FOR BATHROOM BREAK, SM ON AS SC (IN LC).			
2105	S. MILES OFF, CE ON AS WS.			
2130	K. CRYE OFF, SM ON AS WS, ABV NOTED.			
2256	AEROSTAT UP, 2000' AGL.			
2330	ROR PEF AF2, ACN.			
0001	<u>NOTAMS VFYD/PRINTED AM/TX & BRF/WY.</u>			
0200	DAYSHIFT: S. MILES OFF, SS ON AS WS, ABOVE NOTED, ACMAF, JOBS VERIFIED WITH CFP, <u>WCLC</u> .			
0215	<u>CPA: DAILY CHECK, ALL PARTIES LOUD AND CLEAR.</u>			
0220	ATM IN FACILITY.			
0230	VOR RELEASED FOR PMI, ACN.			
0333	VOR RTS, ACN. AEROSTAT LOWERED, ACN.			
0425	ATM OUT OF FACILITY.			
0601	ROS FOR FLARES ON THE RUNWAY FROM FREEDOM05.			
0611	ROR PER AF2, ACN.			
0644	RSC WET PER AF2, ACN.			
0800	SWINGSHIFT OOF FOR CHOW.			
0830	SWINGSHIFT IN FACILITY.			
0900	SWINGSHIFT: S. STRUNK OFF, GC ON AS WS, ABOVE NOTED, ACMAF.			
0905	<u>WCLC</u>			
0912	ROS FOR WIDEBODY ARR, ACN.			
0915	ROR PER AF2, ACN. DAYSHIFT OOF FOR LUNCH.			
0945	DAYSHIFT INFAC.			
0945	ARC.			
0951	ARB.			

TIME UTC	REMARKS	Page 2 of 2
1000	✓ ROS FOR WIDEBODY DEPARTURE, ACN.	4
1003	✓ ROR PER AF2, RSC DRY, ACN.	
1053	PAR RSLD FOR PMI, ACN. 6	
1056	✓ ROS FOR WIDEBODY DEARTURE.	
1056	PCAS: ISF95AQ H/B-747 CRASHED DEPARTURE END OF RUNWAY, NORTH OF KILO, POB 7, WIND UNKNOWN. 10	
1112	PAR RTS. 9	
1154	ROR PER AF2, LIMITED OPERATIONS RESUMED. ARRIVAL A/C ONLY PER SOF. 10	
1207	G CHATMAN OFF FOR BATHROOM BREAK, JN ON AS SC (IN FD).	
1210	P. JACKSON OFF, GC ON WS.	
1212	REGULAR OPERATIONS RESUMED PER SOF, ACN. 10	
1215	RSC WET, ACN. 6	
1326	MIDSHIFT: G. CHATMAN OFF, DM ON AS WS, ACMAF, ABV NOTED.	
1329	<u>WCLC.</u>	
1350	SWINGSHIFT OOF WITH ATM, NEW NOTAM A0892/13, ACN.	
1409	D. MACK OFF WS FOR BATHROOM BREAK, CE ON AS SC (IN FD).	
1413	K. CRYE OFF, DM ON AS WS.	
1420	NOTAMS VFYD/PRINTED AM/KG & BR/ZZ.	
1459	✓ ROS FOR H/AN124 DEP, ACN.	
1504	✓ ROR PER AF2, ACN.	
1541	D. MACK OFF WS FOR BATHROOM BREAK, CE ON AS SC (IN FD).	
1552	ROS, FOD SWEEP FOR POSSIBLE DEAD BIRD FROM FDM10 ARR., NO ASSISTANCE REQD, ACN.	
1553	K. CRYE OFF, DM ON AS WS.	
1558	ROR, FOD REMOVED PER AF2, ACN.	
RANK NAME, TITLE MR. SEAN MILES., WATCH SUPERVISOR		SIGNATURE Click to sign
RANK NAME, TITLE MR. PRESTON JACKSON, CHIEF CONTROLLER		SIGNATURE Click to sign
RANK NAME, TITLE MR. LES ELLIS, AIR TRAFFIC MANAGER		SIGNATURE Click to sign

DAILY RECORD OF FACILITY OPERATION

LOCATION: BAGRAM AFGHANISTAN	FACILITY: TOWER	DATE: 29 Apr 2013	Page 1 of 2 34
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TIME UTC	REMARKS
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1848	D. MACK OFF, SM ON AS WS, ABV NOTED.
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POSITION LOG		DATE 29 APR 13	
		PAGE 1	
OPERATING POSITION LC		FACILITY BAGRAM TOWER	
ON	INITIALS	ON	INITIALS
1930	SM		
2130	CE		
0200	KG		
0900	JD		
1132	AT		
1348	SW		
1900	DM		

OAIX AF FORM 3626

POSITION LOG		DATE 29 APR 13	
		PAGE 1	
OPERATING POSITION GC		FACILITY BAGRAM TOWER	
ON	INITIALS	ON	INITIALS
1930	ND		
0200	ZM		
0220	MP		
0235	ZM		
0900	AT		
1132	DG		
1350	SM		
1651	ND		

OAIX AF FORM 3626

POSITION LOG		DATE 29 APR 13	
		PAGE 1	
OPERATING POSITION FD		FACILITY BAGRAM TOWER	
ON	INITIALS	ON	INITIALS
1930	SW		
0200	MP		
0220	ES		
0420	MP		
0430	JS MP		
0900	DG		
1132	JD		
1150	JN		
1300	CE		

OAIX AF FORM 3626

TIME UTC

REMARKS

Page 2 of 2

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RANK NAME, TITLE

MR. SEAN M MILES, WATCH SUPERVISOR

SIGNATURE

RANK NAME, TITLE

MR. PRESTON JACKSON, CHIEF CONTROLLER

SIGNATURE

Click to sign

RANK NAME, TITLE

MR. LES ELLIS, AIR TRAFFIC MANAGER

SIGNATURE

Click to sign